

TONOPAH DAILY BONANZA

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W. BOOTH, EDITOR AND MANAGER

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PATRIOTIC FRATERNALISM.

NEXT Monday every city and hamlet in the United States will celebrate the anniversary of the founding of the Knights of Pythias, an order that laid its fundamental cornerstone in the throes of wartimes. The nation was convulsed and rent with the animosities of an internecine war and the sores of secession had not been healed when Justus H. Rathbone conceived the idea of organizing for the purpose of inculcating lessons of loyalty and patriotism through the medium of a ritual having for its object the work of impressing the masses with the obligations of citizenship that would prove an enduring as the constitution itself. The task was not a light one. Old sores still chafed and men of the south and north looked askance at one another when the subject of free soil or the brotherhood of man was mentioned. The material was there but the question of how to mould the mass into a homogeneous whole was the problem that engaged the attention of this masterful organizer. He knew the solution could not rest in political control or party domination. He realized there was something more appealing necessary to consummate the task he had set his heart upon. In revolving the problem it occurred to him that the secret rested in investing social life with an attractiveness that would draw men away from contemplation of the late unpleasantness and bring them to an understanding that there was a deeper and more absorbing duty before them. His meditations took shape while reading and pondering on the lessons conveyed by the story of Damon and Pythias, the two noble Pythagoreans of Syracuse, whose devotion suggested the ground work for the order that was taking shape in the brain of Rathbone. The story fitted past bellum conditions to a nicety and the great organizer decided to apply the lesson to the new order whose precepts were gradually unfolding to his peace-loving vision. The story is one of the classics. Pythias having been condemned to death, begged to be allowed to go home for the purpose of arranging his domestic affairs, Damon pledging his own life for the re-appearance of his friend. Dionysius consented and Pythias returned in time to save Damon from death. The devotion was so touching that the tyrant pardoned Pythias. Brotherly love was the keystone carved by the study and on this principle Dr. Rathbone built the order that has expanded into one of the greatest fraternities on the face of the globe. The membership is pledged to Unionism, Nationalism and Emancipation. The underlying thought has always been so firmly impressed on the membership that it is recognized as the only order in the United States that maintains a uniform rank complying with every requirement of the United States army, and so well drilled and so perfectly disciplined that the members are eligible at any time to military duty without any of the exacting and heartbreaking preliminaries of the conscript. At this time, when the nation faces the best drilled foe of the world with the possibility of a summons to arms coming any moment the country may rest assured that the Pythians will never shirk the obligations they take on entering the order. They are a power in the land. The beneficiaries of the order are numerous and hundreds of thousands of widows and orphans owe their existence in comparative comfort to the forethought of fathers, husbands and brothers who were wise enough to claim membership in the ranks of the Knights of Pythias.

The lodge in Tonopah has fully recovered from the disastrous fire that swept its home off the map, but the members never attempted to evade liability or responsibility and today Mizpah lodge has the proud satisfaction of knowing that the last debt has been paid and that there is money in the bank. Mizpah lodge will celebrate the anniversary next Monday night with a patriotic program and an evening to which wives and sweethearts will be invited to share the pleasures of those who have manfully battled against adversity and against the seditious doctrines of false prophets until they can repeat the obligation taken by the first members at the founding of the order in Washington with renewed fervor and unalloyed zeal for the good of the cause they represent.

OLD TYBO COME TO LIFE.

THE old Tybo mine is coming back, like scores of others in Nevada, and the desert will soon be vibrant with the thrum of gasoline wagons and tractors engaged in hauling the ores of that once famous camp to the nearest shipping station in Tonopah. This will mark a new era for Nye county and one that should not be neglected. The appearance of tractors in huge trains call for road improvements and the cry should not be lost upon the county commissioners. It is not too late to have a bill introduced in the legislature empowering the issuance of bonds for road building purposes. Other counties have reached the same end by means of bond elections, but that alternative was not open to the citizens of Nye county for obvious reasons. The first requisite is the acquisition of a modern road construction equipment capable of doing the work at a minimum of cost. While tractors of the latest type are capable of negotiating their way over almost any old road, the ups and downs of life do not add to efficiency which cuts a conspicuous figure in the cost sheets of mining. Good roads mean lower costs of transportation and quicker transit between mine and railroad. The better the road the cheaper the haul and the more dividends for stockholders and a greater inducement for the investment of capital in similar enterprises.

The Tybo was one of the best known mines of the days when Belmont ranked next to the Comstock in the strenuous times when General Grant remarked that "Nevada is the strong box of the nation." The Tybo mine contains gold, silver, lead and zinc of the average value of nearly \$100 per ton as shown by the high royalty to be paid by the Louisiana company which has taken a 20-year lease on the basis of a tribute of 30 per cent. Tybo is about 20 miles east of Belmont or the same distance from Tonopah as Belmont and a little improvement in the road will make it first class for ore hauling either by team or tractor. This is the time to improve the roads of Nye county. The county commissioners should get busy and not expect the men who are furnishing the money to make the desert bloom to also furnish all the

money to put the roads in shape for heavy traffic. It is an old motto "strike while the iron is hot" and strike hard.

"Tempting God" is the Berlin way of expressing the idea of defying the kaiser. Hoch der kaiser.

If this agitation on the border is going to keep up, somebody will get hurt, since the cowboys are on the warpath without any restraining orders from Washington.

Arizona newspaper plants must go around on wheels. The Oatman News announces that of three papers started in that camp since 1914, it is the only survivor. Quality counts in the long run.

The time of grace allowed by the central powers for neutrals to get out of the barred zone does not appear to have increased the results of submarine warfare.

Border warfare is always of the ruthless sort, and the match applied to the smouldering hostility along the Rio Grande may bring about the war that a certain gentleman at Washington boasted he kept us out of.

Any sane person might have guessed what was coming out of the leak investigation. To think that any member of the president's household or any member of Congress or any public official in Washington would carry a brokerage account in his own name would be to brand them as fit for the insane asylum. "Safety First" is the motto these gentlemen use in their business.

A jackrabbit bill providing for a bounty of two and a half cents a head has been introduced in the legislature. This would be a perfect mint for the farmers of Elko county, who report the killing of bunnies by the thousands under direction of a government agent. All that is required is some strychnine and an alfalfa corral.

London hails a young American inventor as the "Savior of London" owing to the practical application of his idea of a wireless aerial torpedo that destroys Zeppelins. Yet Washington is looking around for talent to devise protective measures when it might save a lot of money by encouraging home genius.

37,000,000 BUSHELS GRAIN CANNOT MOVE

(By Associated Press.)

CHICAGO, Feb. 15.—The freight situation or the car shortage, which the "gentlemen's agreement" made by representatives of 30 leading railroads at Washington today is designed to relieve, is said by shippers, railroad men and traffic experts of commercial organizations, to be more serious at present than ever before.

At first it was strict war munitions which blocked other traffic, but gradually, as eastern yards became congested, other products accumulated until now as an instance cited by an expert on traffic, there are 30,000,000 bushels of grain in Chicago elevators and 7,000,000 bushels in railroad cars which cannot be moved, because it would merely intensify the congestion east of here.

From New York to Chicago, railroad yards are jammed with cars, thousands of them, "all dressed up and no place to go," as an official of the St. Paul railroad put it, and these imprisoning many empties.

Among the embargoes today were that of the Texas & Pacific on export grain to New Orleans and Galveston; that of the Missouri, Kan-

sas & Texas on everything except perishable freight to points east of Illinois, and similar measures by the Burlington and the Santa Fe. These embargoes of the western roads do not reflect conditions local to the railroads, but are a reflex of the conditions east. Any eastbound freight which can be hauled east of Chicago will be accepted by western railroads.

In New England the railroad men say there is a threatened shortage of grain, while the flour supply at Pittsburg, Philadelphia, New York and New England cities is none too large. At today's meeting it was decided to move two trainloads of 50 cars each west from Minneapolis daily, one laden with wheat for New England, the other carrying flour to New England and the three cities named.

Railroad officials believe the plan will avert any foodstuffs shortage. The embargo applying against east bound shipments, it was said, will not apply to foodstuffs for domestic use, which will be expedited as much as possible. The roads also will move coal promptly.

IMPORTANT NOTICE TO SECRETARIES

Your attention is called to the following extract from the Nevada Statutes: Chapter CVIII, Nevada Statutes, 1901: Amended Statute, 1913, Chapter 194:

Section 1. All foreign corporations doing business in the State of Nevada shall, not later than the month of March in each year, beginning in the year 1914, publish a statement of their last year's business in some newspaper published in the State of Nevada. If published in a daily newspaper, such statement shall be published for a period of one week, or if published in a semi-weekly or tri-weekly newspaper, for a period of two weeks; or if published in a weekly newspaper for a period of four weeks.

The penalty for not complying with the above law is a fine of \$100 for each month that the published statement remains unfiled with the several assessors of the state.

Kindly fill out the attached blank and mail to the "TONOPAH BONANZA PRINTING COMPANY, Tonopah, Nevada." We make a nominal charge of \$10.00 for publication, which includes the filing of a sworn affidavit of publication with each of the assessors of the sixteen counties of the state.

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This account subject to a discount of 10 per cent where cash accompanies your order.

ANNUAL STATEMENT OF THE

Company

for the year ending December 31, 1916.

Location of mine _____ Mining District _____
 County of _____ State of Nevada _____

DEBIT	
December 31, 1915, to cash on hand	\$
To assessments collected during 1916	\$
To amount received from other sources	\$
CREDIT	
Mine expense in year 1916	\$
General expense in year 1916	\$
Paid dividends in year 1916	\$
Balance on hand December 31, 1916	\$

Secretary _____
 Address _____
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 State _____

Tonopah Daily Bonanza

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R. J. Highland, Gen. Agt. Tonopah, Nevada C. E. Redman, Traffic Manager Goldfield, Nevada

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